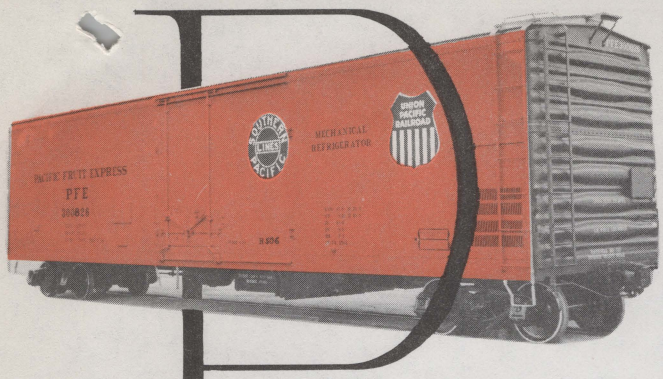

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F. E. Dosch

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NEWS LETTER

PACIFIC FRUIT EXPRESS COMPANY
SAN FRANCISCO, CALIFORNIA

JULY 1959

P.F.E. LOADINGS

	1959			1958		
	PFE Cars	Foreigns	Total	PFE Cars	Foreigns	Total
June	*26,884*	*8,102*	*34,986*	*28,394*	*3,791*	*32,185*
January-June	*156,458*	*17,680*	*174,138*	*164,408*	*13,862*	*178,270*

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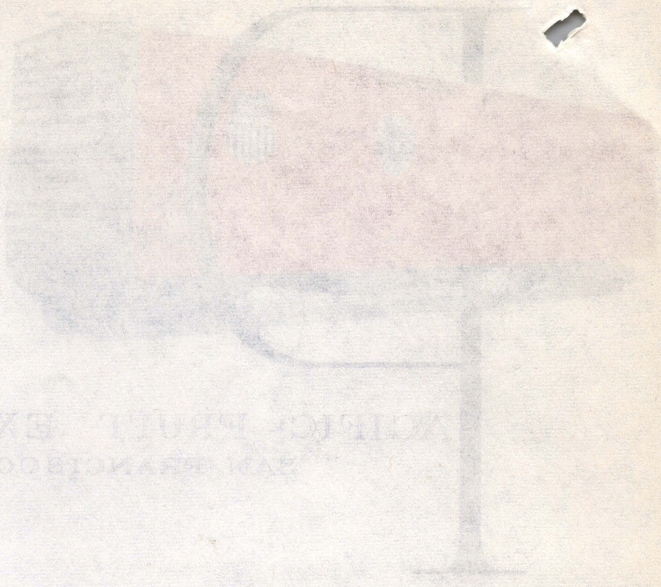
CAR SITUATION

As of July 1st, car situation in Southwestern District was satisfactory, while in Northern California supplies in loading areas were still on little more than a day-to-day basis; however, diversion of empties away from El Paso gateway toward Overland Route was becoming effective, and by July 4th the situation had improved considerably. In anticipation of an improved situation, foreign carlines had been instructed as early as June 26th to commence directing their cars away from our outer gateways, and they were advised that PFE would stop acceptance of miscellaneous foreign equipment at those gateways on July 8th. Car supplies on contract lines increased steadily and as of July 10th both PFE and foreign cars were being placed in storages in Northern California. It is expected that a comfortable situation will obtain through the remainder of the month.

CROP CONDITIONS

ALONG UNION PACIFIC -

Utah-Idaho District: Indications are that potato acreage in Idaho for the season commencing late this month will run about 10% above last year. What percentage of this year's plantings will go to the processors is a question which is difficult to answer at this time. Considering constantly increasing diversion of potatoes into frozen delicacies which has been noted in past few seasons and indications that this trend will continue, it is probable entire increase over last year's plantings may go to processors. Movement of the small crop of peas which started late in June was finished during first week of July. Early closeout of this movement was due to poor yield and production, poor quality, unsuitable weather, and a declining market. A



survey of the orchards indicates prunes, plums, peaches, and apples are progressing satisfactorily, and there are good prospects for a near normal movement of these crops.

Northwestern District: Loadings in this district during month of July will consist principally of frozen foods, onions, and cherries. Pea harvest was in full swing during last week in June and continued heavy through the first ten days of July. As much of this crop goes to processors, movement of already stored frozen foods from Northwest District at present is running very heavy and will continue until new crop is harvested and processed. As of July 1st, the cherry harvest was in progress in Yakima Valley and The Dalles area, and had spread to Hood River Valley by July 6th. High prices have prevailed, resulting in greater portion of the shipments moving in express service. Harvest of Walla Walla onion crop is also underway; however, market is poor and shipping is on the light side. Shippers are endeavoring to take advantage of 36,000- and 40,000-lb. minimum weights and are demanding large cars and standard cars with bulkheads collapsed. Other loadings from this district, particularly in Western Washington, will consist of beer, canned goods, and other miscellaneous items.

Eastern District: Lettuce and mixed vegetables from Colorado are moving in a normally light volume and will continue through the month at rate of a few cars daily. Early potatoes from Kearney District should get underway about the third week in July. Acreage is about same as last year, and so far the crop looks to be in very good condition. Loadings in Missouri River centers will consist of packinghouse products, frozen food and miscellaneous commodities, movement of which is at the normal seasonal rate. A new underground storage facility was opened in Kansas City on June 18th. It is known as the Kansas City Underground Industrial Center Incorporated, and is located on the GM&O Railroad. Total space leased for storage purposes is about 60 acres in extent. Approximately 10 million cu. ft. are to be used for refrigerated storage of frozen foods and other perishable commodities. This new storage will differ somewhat from other underground storages around Kansas City in that it not only will have truck and rail loading facilities but also warehouse barge facilities located at Sugar Creek, Missouri, on the Missouri River, for handling bulk commodities that will be shipped in by barge, trucked to storage, and delivered to customers as needed.

ALONG SOUTHERN PACIFIC -

Oregon: Klamath Ice & Cold Storage Company is at present receiving frozen peas for storage from the Milton-Freewater and Pendleton areas. Total tonnage is expected to be considerable. The Storage Company also has a commitment for 2-1/2 million pounds of frozen strawberries from Gresham with movement now underway. Check of potato storage in Klamath Basis indicates 192 cars, including 33 stored in transit from Kern County, 15 cars local commercial, and 144 cars of seed for shipment. Shipments have been slow the past month; however, most of the seed is scheduled for shipment in July and early August. Of 2,610 carloads of potatoes shipped from Klamath Basin during 1958-59 season, 1,676 moved under the 40,000 pound minimum, and 934 cars under the 50,000 pound minimum. Incentive potato freight rates in effect have done much in holding business to the rails and regaining some business previously lost to trucks. There was still a heavy truck movement during the season just closed, 4,261 shipments compared to 7,167 last year. Trucks operate principally into the Bay Area or short haul to intermediate points. According to shippers, use of trucks is practically forced upon them by the fluctuation of rates, i.e., when trucks are plentiful and delayed in getting a load south, they will cut the rate below that of the rails sufficiently to attract the business. Some shippers also have been forced into truck shipments on the demand of their receivers because of faster delivery and demand of the buyer or receiver for fast overnight delivery into the Bay Area, and as they can have the privilege to stop for partial unloading without extra cost. New potato crop in

Klamath Basin is progressing satisfactorily and looks generally better than at this time last year. Plantings are estimated at about 19,000 acres. Rogue River Valley pear shipments during 1958-59 season amounted to 3,063 cars compared to 3,520 cars last year. Shipments under the 46,000 pound incentive rate totaled 1,268 cars or 47.5% of the eastern commercial shipments from November 1, 1958. Had the heavier minimum been effective from start of shipping season, percentage would have been greater as increased minimum has been used generally where acceptable by receivers. Inspection reports received by shippers indicate no excessive damage and equally as good temperatures as with lighter minimum. Reports on new pear crop past two weeks indicates a heavy June drop especially in the Bosc variety. Revised pear crop estimate was announced by The Rogue River Valley Pear Growers Association reducing original May 15th estimate to 2,821,784 boxes compared with 2,957,597 boxes last year. Field men generally agree, however, that with continued favorable growing weather which will promote good sizing the reduction in revised estimates could be largely offset by harvest time which is presently scheduled to start about August 10th. Pear shippers are not too optimistic about the coming season in view of the reported heavy California Bartlett crop and prospect of low cannery prices.

Northern California: Cantaloupe movement from the Southern end of San Joaquin Valley started from Bakersfield District on June 20th and from Huron area on June 25th, about a week to ten days earlier than last year. Shipping from Bakersfield District reached peak proportions on July 3rd, and movement from the Huron area reached early peak at 132 cars on July 7th, after which movement eased off and continued on a somewhat lower level for several days. A second peak production period is expected in this area during period from July 15th to 20th; however, volume will not reach that of last year due to (1) heavier loading under incentive rates, (2) a period of hot weather during the early growing period which advanced maturity of melons before proper sizes were attained, and (3) due to a control program effected by shippers limiting movement to certain sizes and quality. Cantaloupes also started moving from westside area north of Fresno on June 25th, increased steadily thereafter, and reached volume shipments during the week of July 12th. Shipping will be in heavy volume for the balance of the month. Tree fruit loading from all points in Central California is progressing satisfactorily and is in normal seasonal volume. Harvest of early plums in the Bakersfield District was completed during the week commencing July 5th. Various varieties of plums are now moving from Fresno District, Modesto, Lodi, and Hillside points. Nectarines and early Elberta peaches are underway in Fresno and Modesto areas, and will continue in good volume for the remainder of month. Bartlett pear movement from the Sacramento River District along the Walnut Grove Branch commenced week of July 5th and by the 10th had reached full volume of 35 to 40 cars daily. Bartlett pear movement is also getting underway from Hillside points and soon will start from the Placerville area. Pear crops in Lake and Mendocino Counties are progressing satisfactorily and shipping is expected to get underway during the last few days of July. In the Salinas Valley principal crops now moving are lettuce and carrots, with usual variety of other summer vegetables. Lettuce growers and shippers in Salinas District have established a prorate agreement plan for the marketing of their crops which has tended to stabilize movement at around 175 cars daily. This is well below the volume that otherwise could be expected for this period of the year. Markets are holding up well and there should be a steady volume throughout the month. Carrots and other summer vegetables are moving in a normal seasonal volume.

Southwestern District: Perishable loading in the desert valleys of Southeastern California and Arizona are practically completed except for a few remaining cantaloupes and onions now moving from Salt River Valley. In territory west of Banning harvesting of citrus fruits is in full swing, and loadings are expected to continue in steady volume through the month. Other loadings in Southwestern District

will consist primarily of potatoes from Chino area, miscellaneous vegetables from Guadalupe and Santa Maria areas and regular banana imports unloading weekly at Los Angeles Harbor.

T&NO: Except for a few remaining watermelons, perishable crops along T&NO have all been harvested and nominal loading during the next few months will consist of miscellaneous items including bananas from New Orleans, packinghouse products, and an occasional shipment of frozen foods.

General: July loadings from all sections of the Pacific Coast and Southern territory are running somewhat below earlier expectations and total loadings for the month will undoubtedly be below loadings during July of last year. There are several reasons for the lighter movement, i.e., earlier cleanup of the Kern County potato deal, shippers' control programs in effect on lettuce and cantaloupes, and presently poor markets for citrus fruits resulting in lighter prorate of shipments. Principal factor, however, in the reduced use of refrigerator cars is the effect of heavier loading of vegetables and cantaloupes under incentive rates. Vegetables and melons on which incentive rates apply can now be loaded in three cars when previously the same amount of produce would have required four cars.

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On June 30th Harold R. "Hal" Arter, Chief Clerk of the Accounting Department's Disbursements Accounts Bureau, retired after more than 40 years of service with the Company. A dinner in his honor was held July 3rd, and many friends attended to wish him happiness and good health in his retirement, a wish which is heartily concurred in by all who know him.

Mr. John D. Johnson, who has been the Assistant Chief Clerk of Disbursements Accounts Bureau for many years, succeeds Mr. Arter.

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George W. Mountford, Assistant Traffic Manager, PFE, retired June 30th after 51 years of railroad and PFE service.

Mr. Mountford was employed by Southern Pacific Company on July 1, 1908, in a bureau of the Accounting Department that handled PFE accounts. He transferred to the PFE Accounting Department April 1, 1912, to the Traffic Department when it was organized June 1, 1913, and, with the exception of his World War I service in the U.S. Navy, was in the Traffic Department until his retirement.

George was honored with a farewell retirement dinner by his many friends on June 26th at the Olympic Club in San Francisco. In his embarking on a new career, he carries with him the best wishes of PFE friends for a long and enjoyable retirement.

Mr. George A. Peters succeeded Mr. Mountford as Assistant Traffic Manager effective July 1st.

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The Management extends congratulations and best wishes to the following PFE employes who reached service anniversaries with our Company during the month of July 1959:

40 YEARS SERVICE

Kenneth W. Findley	Ice Plant	Fresno

35 YEARS SERVICE

George A. Peters	Administrative	San Francisco
John D. Johnson	Accounting	San Francisco
J. W. Parks	AGM's Office	Chicago
R. C. DeFour	AGM's Office	Chicago
Miss Charlotte R. Lercari	Supt's Office	Los Angeles
Leo C. Houston	Supt's Office	Sacramento
Clark J. Ames	Car Dept	Pocatello
Orral T. Whitehead	Car Dept	Roseville
J. E. Johnson	Ice Plant	Pocatello

30 YEARS SERVICE

H. A. Kleburg	AGM's Office	Omaha
P. A. Dillon	Agency	Pocatello
Julius E. Dybvig	Agency	Oxnard
Daniel P. Pelayo	Car Dept	Los Angeles
Ralph R. Donaldson	Car Dept	Roseville
Evo Santucci	Car Dept	Roseville
Gustave A. Lunkwitz	Ice Plant	North Platte
Ralph Stearns	Ice Plant	North Platte
Clarence W. Shelton	Ice Plant	Roseville

25 YEARS SERVICE

R. Witt	Agency	North Platte
H. J. Schlappi	Agency	Brooklyn
Albert Beck	Agency	Stockton
Roy Garcia	Car Dept	Los Angeles
Regino Rosales	Car Dept	Los Angeles
Alfred C. Shoemaker	Car Dept	Los Angeles
George H. Overy	Car Dept	Nampa
Joe E. Eastman	Car Dept	Nampa
Forrest W. Taylor	Car Dept	Nampa
Albert E. Alspaugh	Car Dept	Roseville
William S. Benson	Car Dept	Roseville
James J. Clark	Car Dept	Roseville
Thomas L. Crews	Car Dept	Roseville
David L. Moberg	Car Dept	Roseville
Ruben L. Smith	Car Dept	Roseville
Alvin J. Young	Car Dept	Roseville
Melbourne L. Poff	Car Dept	North Platte
V. D. Newman	Ice Plant	Council Bluffs

20 YEARS SERVICE

J. P. Losew	AGM's Office	Chicago
C. H. Griffith	General Agency	Kansas City
B. C. Little	Agency	North Platte
Douglas S. Giles	Agency	Roseville
K. W. Tyhurst	Ice Plant	Council Bluffs
Ladislav Maglecic	Ice Plant	Nampa
Walter T. Holm	Ice Plant	North Platte
Harold E. Pell	Ice Plant	North Platte
Gerald K. Richardson	Ice Plant	North Platte

15 YEARS SERVICE

Mrs. Ruth E. Winters	Accounting	San Francisco
F. K. Brush	Agency	Seattle
John J. Sholer	Agency	Stockton
Donald G. Hancock	Store Dept	Nampa
Howard F. Kesner, Sr	Car Dept	Nampa
Thomas H. Wyant	Car Dept	Nampa
Ralph A. Pirnie	Car Dept	Nampa
Pat R. Bybee	Car Dept	Nampa

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The following PFE people have recently retired from our service and to each of them we extend our best wishes for a long and happy retirement:

Juan Cedillo	Iceman	Yuma
Walter A. Davis	Carman	Colton
Otto J. Hensel	Chief Clerk	Colton
Albert Morford	Carman	Roseville

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The educated man acquires knowledge; seeks facts. The intelligent man organizes facts to constructive use. The wise man, in turn, adds compassion to the concept.

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CHAS. AHERN
Vice President & General Manager